

Claims

- [c1] Having thus described the invention, what is claimed is:
- 1.A cargo restraint system for a cargo area of an automotive vehicle comprising:
- a stationary hook assembly mounted on a first surface of said cargo area and having a closed hook member; and
- a movable hook assembly mounted on a second surface of said cargo area and having a retractable hook member with a line attached thereto that can be extended into engagement with said closed hook member stretching said line from said movable hook assembly to said stationary hook assembly to engage cargo for restraint thereof.
- [c2] 2.The cargo restraint system of Claim 1 wherein said stationary hook assembly includes a first bezel in which said closed hook member is pivotally supported for movement between a retracted closed position and an extended engagement position to facilitate engagement of said closed hook member by said open hook member.
- [c3] 3.The cargo restraint system of Claim 2 wherein said closed hook member has an actuator portion and a engagement portion, said actuator portion retracting

into said first bezel when said engagement portion extends away from said first bezel to facilitate connection with said open hook member.

[c4] 4.The cargo restraint system of Claim 3 wherein said first bezel has a deep compartment and a shallow compartment, said deep compartment being operable to receive said actuator portion when pivoted into said first bezel.

[c5] 5.The cargo restraint system of Claim 3 wherein said movable hook assembly includes a second bezel adapted to receive said open hook member when retracted into said second bezel, said second bezel having an opening therein for the passage of said line.

[c6] 6.The cargo restraint system of Claim 5 wherein said open hook member has a base portion connected to said line and a handle portion engagable with said closed hook member, said second bezel being adapted to receive said open hook member such that said base portion is received adjacent said opening and said handle portion is substantially flush with a circumferential perimeter portion of said second bezel.

[c7] 7.The cargo restraint system of Claim 6 further comprising a retraction mechanism operatively

connected to said line to bias said open hook member toward a retracted position received within said second bezel.

[c8] 8. In an automotive vehicle having a cargo area, the improvement comprising:
a connection member supported on a first surface of said cargo area; and
a movable hook member having a line attached thereto to be extendable from a position in said cargo area to be engagable with said connection member, said line being engagable with cargo placed in said cargo area to restrain movement thereof within said cargo area.

[c9] 9. The automotive vehicle of Claim 8 wherein said connection member is mounted in a bezel, said movable hook member being extendable from said bezel.

[c10] 10. The automotive vehicle of Claim 8 wherein said connection member is mounted in a first bezel, said movable hook member being mounted in a second bezel.

[c11] 11. The automotive vehicle of Claim 10 wherein said connection member is pivotally supported within said first bezel for movement between a retracted closed position and an extended engagement position to

facilitate engagement of said connection member by said movable hook member.

- [c12] 12.The automotive vehicle of Claim 11 wherein said connection member has an actuator portion and a engagement portion, said actuator portion retracting into said first bezel when said engagement portion extends away from said first bezel to facilitate engagement with said movable hook member.
- [c13] 13.The automotive vehicle of Claim 12 wherein said first bezel has a deep compartment and a shallow compartment, said deep compartment being operable to receive said actuator portion when pivoted into said first bezel.
- [c14] 14.The automotive vehicle of Claim 11 wherein said second bezel is adapted to receive said movable hook member when retracted into said second bezel, said second bezel having an opening therein for the passage of said line.
- [c15] 15.The automotive vehicle of Claim 14 wherein said movable hook member has a base portion connected to said line and a handle portion engagable with said connection member, said second bezel being adapted to receive said movable hook member such that said base

portion is received adjacent said opening and said handle portion is substantially flush with a circumferential perimeter portion of said second bezel.

[c16] 16.The automotive vehicle of Claim 15 wherein said first bezel is mounted on a first surface of said cargo area and said second bezel is mounted on a second surface of said cargo area, said movable hook member being extendable from said second bezel to engage cargo located in said cargo area and engage said connection member to restrain movement of said cargo within said cargo area.

[c17] 17.A method of restraining cargo within a cargo area of an automotive vehicle, comprising the steps of:
extracting a movable hook member from a first bezel mounted in a first surface of said cargo area, said movable hook member having a line attached thereto to be extendable from said first bezel;
maintaining tension on said line from said first bezel;
engaging said line with said cargo; and
connecting said movable hook member to a closed hook member supported in a second bezel mounted in a second surface of said cargo area.

[c18] 18.The method of Claim 17 further comprising the step of:

pivoting said closed hook member in said second bezel to project said closed hook member outwardly from said second bezel to facilitate connection thereof by said movable hook member.

[c19] 19.The method of Claim 18 wherein said engaging step includes the step of:
passing said movable hook member through handles of containers in which said cargo is contained.

[c20] 20.The method of Claim 19 wherein said movable hook member is stored within said first bezel to be substantially flush with said first surface when not connected to said closed hook member.